

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping

Steamers.

STEAM TO STRAITS AND BOMBAY.

The P. & O. S. N. Co.'s
Steamship *Patricia*
will leave for the above
places on **SATURDAY, the 16th instant,**
at Noon, instead of as previously adver-
tised.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 11, 1883.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

[Taking Cargo & Passengers at through rate
for NINGPO, CHEFOO, NEW-
CHOWANG, TIENSIN, HANKOW and
Ports on the YANGTSE.)

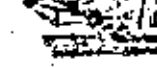
The Co.'s Steamship
Palamed,
Captain JACKSON, will be
despatched as above on
MONDAY, the 18th Instant.

For Freight or Passage, apply to
RUTTERFIELD & SWIRE.

Agents.
Hongkong, June 11, 1888. 95

**STEAM TO YOKOHAMA, YTA NAGA
SAKI AND KOBE.**
(*Passing through the INLAND SEA.*)

The P. & O. S. N. Co.
Steamship
Malwa



will leave for the above
places on **TUESDAY, 19th Instant, at**
Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 4, 1888. 90

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.

FOR LONDON.

The Co.'s Steamship
Ospack,
J. C. JAKES, Com-
mander, will be despatched
for the above Ports on or about the 21st
Instant.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, June 11, 1888. 95

Notices to Consignees.

UNION LINE.
NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG,

PENANG AND SINGAPORE.

THE Steamship *Stammore*, Captain
CAMERON, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading
to the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

The Steamer is berthed at Kowloon and
Cargo impeding her discharge will be
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will
be effected.

All Claims against the Steamer must
be presented to the Collector of Customs

presented to the undersigned on or before
the 15th Instant, or they will not be re-
cognized.

RUSSELL & Co.,
Agents.

Hankow, June 8 1888

Longcong, June 1, 1900.

STEAMSHIP SAGHALIEN.
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Havre
Ville de Buenos Ayres, and from Bo
deaux, ex Steamships *President Les*
Lallier and *Cambrai*, in connection with
above Steamer, are hereby informed that
their Goods—with the exception of Treasu
re and Valuables—are being landed and stored

at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee before Noon To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 14th Inst., at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Saturday, the 16th June, or they will not be considered.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 7, 1888.

**MOORE'S GOGO SHAMPOO
WASH.**

THIS WASH HAS PROVED ITSELF TO BE THE
BEST PREPARATION EVER PRE-
SENTED TO THE PUBLIC.

THE Bases of this compound is made
Goxo Root. The natives of the P

lippine Islanders never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By nat-

this **SHAMPOO WASH** as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties

will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties,

Entertainment.

THEATRE ROYAL,
CITY HALL.
FOR A SHORT SEASON ONLY!
COMMENCING
SATURDAY EVENING,
the 10th June, 1888.

WASH NORTON'S FAMOUS
WORLD OF WONDERS.

A Combination of superlative excellence, and beyond comparison, including the following NOVEL RENOWNED ARTISTS and STUNNING SPECTACLES!

Mr. & Mrs. WASH NORTON,
Refined Sketch Artists.
THE MONARCHS OF GROTESQUES,
THE HARVEY BROTHERS
(WILLIAM AND CHARLES).

The Great Original Egyptian and Oriental Necromancer,
AHMED ALI BEY.
In his Unique Entertainment of Egyptian, Arabian and Hindoo Illusions,
Assisted by Miss HAIDA.

ALBERT LINTON,
The Wonderful Young Lightning Sketch Artist.

PROFESSOR ALFRED JENSEN.

GALATEA.
The animated Statue.

Mr. WASH NORTON,
In his Astonishing Quick Changes.
ZITKA, THE ENTRANCED LADY,
Or Floating in the Air, &c., &c.

Prices of Admission:
Dress Circle and Stalls . . . \$2.00
Pit . . . \$1.00.

Seats can be reserved at Messrs. KELLY & WALSH, LIMITED, under Hongkong Hotel.

Doors Open at 8.30 p.m.
Performance Commences at 9 o'clock.

CHAS. DERMER,
General Agent.
Hongkong, June 11, 1888. 950

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's S.S. *Chuyang*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 15th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 8, 1888. 933

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taiyang*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 11, 1888. 954

Insurances.

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed AGENTS, in conjunction with Messrs. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.,
Hongkong, June 7, 1888. 929

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 436

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.,
Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

To-day's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamer *Kong Hong*, Captain R. JONES, will be despatched for the above Ports on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, June 13, 1888. 973

UNION LINE.

FOR SINGAPORE.

The Steamship *Friska*, Captain COON, will be despatched for the above Port on SATURDAY, the 16th instant, at 2 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, June 13, 1888. 970

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Merionethshire* will be despatched for the above Ports on or about the 19th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, June 13, 1888. 972

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Taiyang*, Captain JACKSON, will be despatched as above on WEDNESDAY, the 20th instant, at 3 p.m.

This Steamer has superior First-class Accommodation, especially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 13, 1888. 968

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Andrieux*, Commandant DELACROIX, will be despatched for the above Ports on or about WEDNESDAY, the 20th instant.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 13, 1888. 969

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Palmyra*, Captain JACKSON, will be despatched as above on THURSDAY, the 21st instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 13, 1888. 975

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

WEATHER permitting, the Steamship *HONAM* will leave HONGKONG on SUNDAY, the 17th instant, at 9 a.m., returning from Macao at 9 p.m.

First-class Fare to Macao and Back, \$2. No Second-class or Single Fares. Chinese Servants, 60 Cents each way. No Chits will be taken.

T. ARNOLD,
Secretary.
Hongkong, June 13, 1888. 967

TO LET.

(Immediate Possession.)
HOUSE N. 1 'B' BAL'S COURT, Bonham Road.

SHOPS AND ROOMS in Nos. 6, 11, 12, 13, and 14 'BRACONFIELD ARCADE,' Queen's Road.

HOUSE No. 31 'WEST VILLA,' Pokfulam Road.

Apply to
BELLIOS & Co.,
Hongkong, June 13, 1888. 971

NOTICE.

THE Undersigned, PARTNERS of the ON WOO SHAW, FORMER DEALERS, at No. 2, Western Market, of which LAM POK SHAN and his son, LAM WING, have been a JOINT PARTNER and have been a JOINT MANAGER since the Company started, beg to state that, through the bad management of the said LAM POK SHAN and LAM WING and Owing to their Capital not having been paid in, and also because they have overdrawn a considerable sum of money, we have resolved not to allow them to Manage the Business in future.

And Notice is hereby given that Debtors to the above-named Shop are requested to make their Payments to the Shop, and it is at their own risk if they pay to LAM POK SHAN or to LAM WING.

If LAM POK SHAN or LAM WING pays in their Capital in Full within three months from date, they shall be considered as A PARTNER. If not, we shall not recognize them and the whole business will be carried on by the following Four Partners:—

LING SING, LI HUNG, LI WA, LI TIM.
Hongkong, June 13, 1888. 974

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALEXANDER YEATS, British ship, Captain Jas. W. Dunham.—Carlowitz & Co.
ELLA NICOLAS, German barque, Capt. J. W. Meisterfeld.—Chineise.

MELMORSE, Austro-Hung. str., Captain Malusa.—O. Bachrach.
OMEGA, British barque, Captain A. V. Brown.—Chineise.

RUBY, British ship, Capt. E. E. Robbins.—Messageries Maritimes.

SHIPPING.

ARRIVALS.

Yorkshire, British steamer, 1,434, J. H. Arnold, Japan June 6, Rice.—RUSSELL & Co.

Fukien, British steamer, 509, J. S. Roach, Tamsui June 8, Amoy 11, and Swatow 12, General.—DOUGLAS STEAMSHIP CO.

Fushun, Chinese steamer, 1,503, A. Crow, Shanghai via Swatow, June 9, General.—C. M. S. N. Co.

Yung Ching, Chinese steamer, from Whampoa.
Malacca, British steamer, 1,702, T. F. O'neary, Yokohama June 5, Mails and General.—P. & O. S. N. Co.

Monkai, British steamer, 859, Geo. Anderson, Bangkok June 6, Rice and General.—YUEN FAT HONG.

Soochow, British steamer, 313, T. Rowin, Pakhoi and Hoihow June 12, General.—KWONG TAI LOONG.

DEPARTURES.

June 13.—
Tyam, for Amoy and Shanghai.
Antoinette, for San Francisco.
Louise, for Callao.
Fushun, for Whampoa.
China, for Swatow.
Kwang Kap, Chinese cruiser, for Canton.

CLEARER.

Yorkshire, for Port Said.
Hector, for Singapore and London.
Drachewitz, for Saigon.
Phu Quoc, for Tonkin.

PASSENGERS.

Per *Fukien*, from Tamsui, 3 Chinese.
Per *Fushun*, from Shanghai, &c., Mr. Wash Norton's World of Wonders Troupe, Messrs. Rich, Dyer, Clifford, and 97 Chinese.

Per *Malacca*, for Hongkong: from Yokohama, Messrs. Boesley, Kabayashi, Ando, P. Hansen, Lieut. Huntsman, Misses H. Kirk and L. Webster, Mr. and Mrs. Shen Toh, infant and servant, Mr. W. A. Cruickshank, and 7 Chinese; from Higo, Mr. D. E. Caldwell, Miss Caldwell, Mr. Yan Yau and servant, Mr. Dik Shun and servant, Mr. Cheong Lun and servant, 3 Chinese, and 1 Negro; from Nagasaki, 2 Japanese. From Yokohama: for London, Messrs. J. Mouat and R. A. Miller. From Nagasaki: for Singapore, Mr. and Mrs. Gausukin and children.

Per *Monkai*, from Bangkok, 51 males, 4 women and 1 child.

Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Bremen, and Ports of Call.	Sachsen (s).	A. Jaeger.	Norddeutscher Lloyd.	July 5, at 9 a.m.
London, via Suez Canal.	Nestor (s).	Thompson.	Butterfield & Swire.	June 15.
London, and Ports of Call.	Hellas (s).	Thompson.	P. & O. S. N. Co.	June 16, at noon.
London, via Suez Canal.	Ospak (s).	J. C. Jacques.	Arnhold, Karberg & Co.	About June 21.
Marseilles, and Ports of Call.	Sindh (s).	Mace.	Messageries Maritimes.	June 21, at noon.
Nagasaki, Kobe and Yokohama.	Merionethshire (s).	P. & O. S. N. Co.	P. & O. S. N. Co.	June 19, at daylight.
Nagasaki, Kobe and Yokohama.	Merionethshire (s).	P. & O. S. N. Co.	P. & O. S. N. Co.	About June 19.
San Francisco, via Yokohama.	Belgie (s).	O. & O. S. N. Co.	O. & O. S. N. Co.	June 20, at 3 p.m.
San Francisco, via Yokohama.	City of Peking (s).	Pacific Mail S. S. Co.	Pacific Mail S. S. Co.	June 30, at 3 p.m.
Shanghai, via Amoy.	Sachsen (s).	A. Jaeger.	Norddeutscher Lloyd.	Quick despatch.
Shanghai, via Amoy.	Palamed (s).	Jackson.	Butterfield & Swire.	June 18.
Shanghai, via Amoy.	Palamed (s).	Jackson.	Butterfield & Swire.	June 21.
Shanghai, Kobe and Yokohama.	Andrieux (s).	Delacroix.	Messageries Maritimes.	June 20.
Singapore, Penang and Calcutta.	Friska (s).	Cobb.	Russell & Co.	June 16, at 2 p.m.
Singapore, Penang and Calcutta.	Friska (s).	Jackson.	Jardine, Matheson & Co.	June 20, at 3 p.m.
Straits and Bombay.	Venetia (s).	P. & O. S. N. Co.	P. & O. S. N. Co.	June 16, at noon.
Swatow, Amoy and Poochow.	Haitan (s).	Ashton.	Douglas Laprak & Co.	June 16, at noon.
Swatow and Bangkok.	Kong Hong (s).	Jones.	Adamson, Bell & Co.	June 16, at noon.
Vancouver (B.C.), via Yokohama.	Aberdeen (s).	Taylor.	Adamson, Bell & Co.	June 21, at 3 p.m.
Yokohama, Kobe and Nagasaki.	General Wender (s).	W. von Schuckmann.	Norddeutscher Lloyd.	About June 14.

SHARE LIST.—QUOTATIONS.

JUNE 13, 1888

Stocks.	Nos. of Shares.	Value.	Position.	PER LAST REPORT.	Last Dividend.	Quoted at.
BANKS.						
Hongkong and Shanghai Bank Corp.	90,000	\$ 125	all	\$ 3,990,000	\$ 20,093.61 at 30 for 1 year working &c	\$158 3/4 prem.
INSURANCE.						
North-China Insurance Co., Ltd.	5,000	200	all	£ 139,000	£ 23.65 for 1886	£ 275 ex div.
Yangtze Insurance Company, Ltd.	8,000	250	all	£ 675,000	£ 31,012.9626 % 1886	£ 97
Union Insurance Society Co., Ltd.	10,000	85	all	£ 600,000	£ 245,240.042 % annu.	£ 72
China Traders Insurance Co., Ltd.	24,000	1,000	all	£ 200,000	£ 425,377.9610 % for 1887	£ 874 buyers
Canton Indemnity Office Co., Ltd.	10,000	1,000	all	£ 200,000	£ 125,771.29 % for 1888	£ 1165 nom.
Chungking Insurance Co., Ltd.	1,500	1,500	all	£ 1,031,486	£ 250,243.9 % for 1887	£ 6335
Hongkong Fire Insurance Co., Ltd.	8,000	100	all	£ 650,000	£ 204,003.90 % for 1886	£ 875
China Fire Insurance Co., Ltd.	20,000	100	all	£ 17,000	£ 79,432.52 % for 1886	£ 17 sellers
Singapore Insurance Company, Ltd.	40,000	100	all	£ 200,000	£ 75,832.62 % for 1886	£ 241
The Straits Fire Insurance Co., Ltd.	20,000	100	all	£ 200,000	£ 75,832.62 % for 1886	£ 241
STEAMSHIP COMPANIES.						
H.K. & M. Steamship Co., Ltd.	40,000	20	all	£ 40,000	£ 3,696.30 7 % half year	£ 205 sellers
Douglas Steamship Co., Limited	20,000	50	all	£ 127,320	£ 1151.18 8 %	£ 84 sales and buyers
Indo-China S. N. Company, Limited	18,387	10	all	£ 4,387.5	£ 5 % for 1886/7	£ 10 dis. sellers
60,000 shares issued	31,212	10	all	£ 10,000	£ 18.58 %	£ 62 per share, buyers
China and Manila S. S. Co., Ltd.	3,500	50	all	£ 10,000	£ 1,901.32 10 % for '87	£ 32 3/4 prem.
MISCELLANEOUS.						
H.K. & Whampoa Dock Co., Ltd.	12,500	1.5	all	£ 1,901.32	£ 10 % for '87	£ 32 3/4 prem.
H.K. & China Gas Co., Limited.	5,100	10	all	£ 9,177.3	£ 1,527.3 11 %	£ 1430 per share, fully paid up
Wing Wo Hotel Company, Ltd.	1,900	10	all	£ 678.94	£ 6 % for 1887	£ 170 cash
3,000 shares issued	3,000	10	all	£ 13,748.63	£ 2 % for 1887	£ 169
China Sugar Company, Limited	15,000	10	all	£ 37,500	£ 16 % for 1887	£ 876
Hongkong Bakery Company, Ltd.	600	5	all	£ 514.5	£ 10 % for 1886	£ 95 nominal
Luzon Sugar Company, Limited	7,000	10	all	£ 129,303.18	None	£ 45 nominal
Persak Sugar Cultivation Co.	5,000	50	all	£ 100	None	£ 18 sellers
Persak Tin Mining & S'ing Co.	5,000	50	all	£ 100	None	£ 10
FINANCIAL.						
Funfong & Sunghie Dwa Saman	40,000	10	all	£ 100	None	£ 11 sellers
Minning Co., Ltd.	17,000	100	all	£ 100	None	£ 3 prem.
H.K. & Whampoa Dock Co., Ltd.	3,000	50	all	£ 100	None	£ 81
A. S. Watson & Co., Limited	3,800	100	all	£ 100	None	£ 130 3/4 prem.
H.K. High Level Tramways Co., Ltd.	1,250	100	all	£ 100	None	£ 140 3/4 prem.
Societe Francaise des Charronnages du Tonkin	8,000	500	all	£ 500	None	£ 30 prem., nominal
LOANS.						
Chinese Imperial 1884	3,560	50	all	£ 100	None	£ 4 prem.
" 1884	3,180	500	all	£ 100	None	£ 5 prem.
" 1885	7,700,000	£ 250	all	£ 100	None	£ 12 prem.

Equalization of Dividend Fund.

Depreciation and Insurance Fund.

At Debt.

DEPARTED.

Per *Louis*, for Callao, 3 Chinese.
Per *China*, for Swatow, 50 Chinese.
Per *Thales*, for Swatow, Mr. Fung Shing Chan, Mr. Fung, Mr. Fung Lung Chan, and Miss Fong; for Amoy, Mr. J. M. de Groot.

Per *Melpomene*, for Straits, 759 Chinese; for Trieste, Dr. E. von Stein.
To DEPART.

Per *Hector*, for Singapore, 300 Chinese.
Per *Drachewitz*, for Saigon, 12 Chinese.

SHIPPING REPORTS.

The British steamer *Fokien* reports: From Tamsui towards Amoy, fresh South-Westerly winds and thick weather. From Amoy towards Swatow, light North-Easterly winds and fine weather. From Swatow to port, fresh North-Easterly winds and dull weather. Steamers in Tamsui, Johanna, Foochow and Pecheu. Steamer in Swatow, Woonang.

CHOLERAIC diarrhoea spread yesterday to a rather alarming extent in Victoria. At six o'clock in the morning there was only one case in the ward, but between then and nine o'clock no less than nine fresh cases were admitted. About seven o'clock, after four or five cases had come in, Dr. Marques sent an order for four piggy-backs to set as hospital nurses. Four strong men, good workers, were chosen, and were detailed to empty spittoons and do other menial nurse work. One of these four, after he had been a few minutes in the Hospital and before he had done scarcely any hospital work, lay down on the passage and complained of being sick. It was soon seen that this nurse must be made a patient forthwith. He was attended to by Dr. Marques and was seen two or three times by Dr. Ayres. Their care was unavailing and he died last night at 11.30. An inquest was held in the Gaol to-day. We have not time to reproduce the evidence at length to-night. It went to show that the deceased had an attack of diarrhoea about four o'clock yesterday morning, but did not consider it serious and made no complaint. He took his rice in the morning, and before breakfast helped to empty the night-soil buckets. The medical evidence of Drs. Marques, Ayres and Cantlie was that death resulted from choleraic diarrhoea. Dr. Cantlie, however, said he would like to make some remarks about the water supply of the Gaol. He believed it was obtained from Glenaeval ravine and that a guard had been placed over the tank there on account of the water being found impure. The coroner, Mr. Wedehouse, cut him rather short. On, however, one of the jurors enquiring if any cause could be assigned why ten men should be struck down with diarrhoea in one day, the coroner recalled Dr. Ayres and questioned him on the water supply. Doctor Ayres said he attributed the outbreak of cholera to the unusual wet weather and cold nights, which had been phenomenal this year in the month of June. The Gaol water was brought by pipes from the tank at Glenaeval Ravine. There was reason to think that the water might be polluted, and a policeman had been put on guard over the tank night and day. Mr. Crow had received a complaint that the coolies were emptying the night-soil buckets up there. This was quite possible, as there was no protection to the tank. The pollution, however, could not be for any length of time, as the water was continually coming in and going out.

many of the people who have been suffering recently from diarrhoea, typhoid &c., had been drinking Glenaeval water. The tank was now being guarded. The jury returned a verdict of death from choleraic diarrhoea. It is satisfactory to learn that the remaining nine patients in the Gaol hospital are doing well.

THE *Antenor* from Hankow, with new season's tea for the London market, passed Chinkiang at 2.30 p.m. on the 6th inst. The *Antenor* from Hankow, passed Chinkiang at 3 p.m. on the 6th inst. She is loaded with tea for the London market.

THE *Japan Mail* says:—The steamer *Esmeralda*, recently purchased by a merchant of Kanazawa, to be placed on the Yokohama-Kobe berth, has been turned over to her new owner, and, having hoisted the national flag, will be sailed by Captain Makihara, and re-named the *Hokuriku Maru*.

FROM Hankow, under date the 4th inst., we hear the first crop of Hanlow and Kichang tea shows a deficiency of certainly 300,000 c-hests, but it is still a question whether the London market will respond to the prices that have in consequence been paid.

THE *N. C. Daily News* of the 7th inst. says:—There was a strong gale blowing from the Eastward all day yesterday, and soon after noon the *Kunyu*, which was moored in the 7th Section, Pootung, broke adrift and was driven across the river to the Associated Wharves, where she collided with the *Nagasaki*, which was discharging tea into the *Hecker*. But little damage was done, and the *Kunyu* was made fast to Hunt's Wharf. It will be seen from the report of the *Nagasaki* that at least two junks have been wrecked. The wind at Gutliff was blowing with a force of 6. We learn from Szeai that there was a typhoon to the west and a little to the north of Shanghai yesterday.

THE *Nagasaki Express* says:—Gold in considerable quantity is said to have been discovered among the hills near Yagami, some two or three miles from this place. The story of the discovery is told as follows:—Some twenty years ago an astrologer of the town declared that from certain observations of the heavens he had made he was assured that gold existed at some point close to, if not actually in Nagasaki, and his earnestness prevailed upon a certain Mr. Yoshimura Anaki and some others that they have ever since been searching for the favoured spot. At last, we believe, their faith has been rewarded by a find of the precious metal near Yagami, as above stated. Specimens of the ore, and also of the pure gold extracted from it, are about to be dispatched to Tokyo, with an application for government permission to work the mine.

THE *Shanghai Mercury* says:—The *s.s. Kinnaroo*, belonging to Messrs Jardine, Matheson & Co., which has been moored for some time past down the river on the Pootung side, some distance below Messrs Boyd & Co.'s dock, broke from her moorings shortly after noon on the 7th inst. The tide was on the flood and the vessel was in danger of running down the *s.s. Kinnaroo*, which was a few lengths higher up. The watchman, with great presence of mind, shifted the helm and headed for mid-stream, hoping to get assistance in answer to his signals, but before it could come the vessel drifted bow on to the *Bellerophon* lying alongside the wharf, and caught her amidships denting her side and starting some of the sturgeon and masts, which will compel her going to dock. The *Kunyu* was brought up at once with a line, and afterwards taken by the tug-boat *Fairy* alongside the upper end of Messrs Jardine's wharf. She appears to have suffered but slightly. Part of her chafing board was carried away, the main-rail sprung and a stanchion tank being about the extent of her damage.

SENATOR Schulz's Committee appointed to inquire into the resources of the Great Mackenzie Basin report that the extent of the region is 1,260,000 square miles; that its coastline on the Arctic Ocean and Hudson's Bay measures 5,000 miles, over one half of it being easily accessible to whaling and sealing craft; that the navigable coast-lines of the larger lakes of the region extend for 4,000 miles; that river navigation is practicable for 2,760 miles; that within the region there is a possible area of 656,000 square miles fit for potato-growing, 407,000 suitable for the cultivation of barley, and 315,000 for that of wheat; that the pastoral area is equal to 800,000 square miles; that 150,000 square miles are auriferous; and that the evidence submitted to the committee points to the existence in the Mackenzie and Mackenzie basins of the most extensive petroleum field on the American continent, if not in the world.

THE *Tablet* says:—Rumour has been busy during the week with the name of Cardinal Archbishop. It has been stated by several of our Protestant contemporaries that his Eminence will probably be offered one of the new life peerages in the reformed House of Lords. It would be difficult to find another man in England who so perfectly combines official and personal fitness for such a position. And it is pleasant to see how immediately public opinion has pointed to him as one whom it delights the people to honour. It would be a little curious, also, as affording another instance of the compensations which sometimes come to those who have sacrificed most. The dignity in the Anglican communion which once seemed to put aside the Archbishop of Canterbury was not, and to-day he is a Prince of the Church; if he is now raised to the peerage—and, if there are to be life peerages at all, it will be impossible to pass him over—even as a temporal peer he will take precedence of the Bishops of the Establishment.

THE CHARGES AGAINST THE CREW OF THE *CHILDWALL*. The sixteen members of the crew of the British barque *Childwall*, who are charged with insubordination and attempting to scuttle the ship, were brought before Commander Rumsey, Harbour Master, to-day on remand.

Mr. Bowles* (of Messrs Wotton and Deacon's office), who appeared for Captain Watson of the *Childwall*, said if Commander Rumsey intended to go on with the case in this court he must ask for a remand. It seemed to him from the Ordinance under which the case was brought that the powers of the Marine Magistrate were too limited to admit of his dealing with such serious charges as were brought here. The prisoners were charged (1) with insubordination, (2) with combined refusal of duty, (3) with assault, and (4) with attempting to scuttle the ship.

Commander Rumsey said three of the charges might be dealt with by him, but the fourth, that of attempting to scuttle the ship, was certainly a very serious one. The official papers from the Consul at Manila referring to the case had been sent to him, and he was now awaiting instructions on the matter. It might be decided to refer the case to the Police Court, but he thought that as he had begun to hear it he would not refer it to the Police Court before he had received the instructions he referred to.

Mr. Bowles said he might state that the Attorney General had been consulted on the matter, and he was of opinion that the proper proceedings would be to send the prisoners before the Police Court on all four charges.

Commander Rumsey said he thought it would be more in order for him to remand the case till he received instructions. He would therefore remand it till 10.30 a.m. on Saturday.

THE happy man is like a ray of sunlight, shedding warmth and brightness on all who approach him; and he who, on the other hand, casts the cold and dark shadow of his own unhappiness around him, whatever virtues he may possess, leaves a large and empty part of his life unfulfilled.

ENDLEAVES to be always patient of the faults and imperfections of others, for thou hast faults and imperfections of thy own that require a reciprocity of forbearance. If thou art not able to make thyself that which thou wishest to be, how canst thou expect to wish another to conform to thy will.—*Thomas à Kempis*.

Or the ends to be kept in view, all are unimportant compared with the end of character-making, and yet character-making is an end wholly unimportant. It is never knowledge which is the moving agent in conduct, but it is always the feeling which goes along with that knowledge or is excited by it.—*Spencer*.

A MAN'S nature will let him follow the fabric of his work, let him follow in the steps of what masters he will.

ADVICE, like snow, the softer it falls, the longer it dwells upon, and the deeper it sinks into the mind.—*Coleridge*.

A NEW thing in dudes imported hats this spring would be brains.—*New York Tribune*.

This man who is looking for something to do rarely finds anything, but if he is willing to do anything he can always find something.—*Philadelphian*.

A NEW man who is looking for something to do rarely finds anything, but if he is willing to do anything he can always find something.—*Philadelphian*.

NINE-tenths of the pianos now made are upright pianos, but nine-tenths of the pianists at large are downright nuisances.—*Boston Budget*.

CORRESPONDENCE.

THE PEAK TRAMWAY.

To the Editor of the "CHINA MAIL."

12th June, 1888.

SIR,—If your correspondent "L.S.D." would like the trouble to go to the tramway car, he would probably find that he is mistaken as regards the classes for passengers.—Yours faithfully,

A. FINDLAY SMITH.

(It appears to me that passengers are quite within their rights in demanding to travel anywhere on the car (except on the conductor's platform or thereon), in return for the fare chargeable on the class which they occupy. This, we understand, is what the General Managers are prepared to admit. At present, however, so far as we can learn, the relation of demand to supply is somewhat irregular; and as there is not only one car running on a line, but two, and a third, and a fourth, and a fifth, and a sixth, and a seventh, and a eighth, and a ninth, and a tenth, and a eleventh, and a twelfth, and a thirteenth, and a fourteenth, and a fifteenth, and a sixteenth, and a seventeenth, and a eighteenth, and a nineteenth, and a twentieth, and a twenty-first, and a twenty-second, and a twenty-third, and a twenty-fourth, and a twenty-fifth, and a twenty-sixth, and a twenty-seventh, and a twenty-eighth, and a twenty-ninth, and a thirtieth, and a thirty-first, and a thirty-second, and a thirty-third, and a thirty-fourth, and a thirty-fifth, and a thirty-sixth, and a thirty-seventh, and a thirty-eighth, and a thirty-ninth, and a fortieth, and a forty-first, and a forty-second, and a forty-third, and a forty-fourth, and a forty-fifth, and a forty-sixth, and a forty-seventh, and a 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Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELOIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 20th June, at 3 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked, to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, May 30, 1888. 880

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABERDEEN*, 3,616 Tons Register, TAYLOR, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBE and YOKOHAMA, on THURSDAY, the 21st June, at 3 p.m.

To be followed by the S.S. *ABYSSINIA*, on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Me. \$100.00
To San Francisco ... 175.00
To all common points in Canada and the United States ... 230.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 20th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents, Hongkong, June 12, 1888. 905

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on SATURDAY, the 30th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and other ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Beach Road, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, June 9, 1888. 941

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, AND LONDON; ALSO, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *HYDASPES*, Captain THOMPSON, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 16th June, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The *United States Value of Packages* are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 4, 1888. 908

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO, LONDON, HAVRE, BORDEAUX, DUNKERQUE AND ANTWERP.

ON THURSDAY, the 21st of June, 1888, at Noon, the Company's Steamship *SINDI*, Commandant MACY, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th June, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, June 8, 1888. 939

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 5th day of July, 1888, at 9 a.m., the Company's Steamship *SACHSEN*, Capt. A. JABORN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th July, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOHERS & Co., Agents, Hongkong, June 9, 1888. 946

Intimations.

Mr. Andrew Wind, News Agent, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, PH.D., TUEBINGEN. THIRD EDITION.

Reviewed, with ADDITIONS.

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Intimations.

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THIS PAMPHLET is Now Ready, and may be had at the OFFICE of THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. BREWER'S.

Price, ... 50 CENTS.

NOW ON SALE.

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2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

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WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LIBEL CASE OF REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.

Price per Copy, ... 50 CENTS.

China Mail Office.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum, ... \$12.00, postage, ... \$1.00. Quarterly, ... 3.00. Single Copy, ... 0.25.

China Mail Office, Hongkong.

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CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, Wyndham Street (behind the Club.)

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the *China Mail* Office.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tsui at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.
6.45 " 7.00 "
7.30 " 7.45 "
8.00 " 8.15 "
8.45 " 9.00 "
9.15 " 9.30 "
9.45 " 10.00 "
10.15 " 10.30 "
10.45 " 11.00 "
11.15 " 11.30 "
11.45 " 12.00 "
12.15 P.M. 12.30 P.M.
12.45 " 1.00 "
1.30 " 1.45 "
2.00 " 2.15 "
2.30 " 2.45 "
3.00 " 3.15 "
3.30 " 3.45 "
4.00 " 4.15 "
4.30 " 4.45 "
4.50 " 5.00 "
5.25 " 5.40 "
5.50 " 6.05 "
6.15 " 6.30 "
6.45 " 7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stoppage of weather, due notice will be given of any stoppage.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Peddar's Wharf. 3. From Peddar's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

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